

5.
TRANSPORTATION PLAN

EXISTING FUTURE STREETS

Streets

The existing street system in the Village consists of a grid pattern of 60 foot right of way, graveled roads, with the exception of Main Street which is paved and has an 80 foot right of way, and "A" and Roy Streets which have 66 foot right of way. In general, the existing street and roadway system is adequate to handle current traffic circulation needs. However, more extensive street improvements may become desirable in the future. As new portions of the Village are developed, new street construction will be required.

It is recommended that each street be classified and improved according to its intended use. This will avoid overbuilding some streets and underbuilding others. The street classification standards that follow are recommended in the Plan (see Plan map #7) for use in the various streets.

Arterial streets provide access to the Village from Lincoln, other communities, and the surrounding countryside. Arterials carry through traffic as well as village-oriented traffic, at relatively high design speeds. State Spur #55F (Main Street), Roca road to the east, and part of South 54th Street currently function as arterials and are shown as such on the Plan.

Collector streets are intermediate traffic carriers which provide connections between arterials and local streets, and traffic generators with arterials. South 54th Street, South "C" Street, currently function as collectors and are shown as such on the Plan. Arterials and collectors should be treated as "through" streets with approximate traffic control (i.e. signs).

Local streets provide direct access to individual sites and buildings. All existing streets, other than those mentioned above, are classified as locals.

Based on the street classifications discussed above, Table 4 lists minimum standards for street standards. Design and construction of all new streets should be guided by the standards listed on the table.

TABLE 4

MINIMUM RECOMMENDED STREET STANDARDS

	Local Street	Collector Street	Arterial Street
Right-of-Way (feet) (property line to property line)	60	70	80
Paving Width (feet) (pavement edge to pavement edge)	22	24	24

Note: Arterial design should be a matter of individual case study but should not be designed below the minimum standards.

Existing streets of less than standard right of way may be adequate but should eventually be brought up to standard, if possible.

Sidewalks, when required, should be a minimum of 4 feet in width and should be located adjacent to and in the right of way side of the property line.

The street standards indicate a minimum standard of a dustless paving surface and ditches for drainage control.

Future Street Design

While the existing street arrangement of parallel grid streets is adequate, if new development occurs, the Village should be receptive to curvilinear alignments for new local streets. Straight streets in residential areas encourage

fast through traffic movement while curvilinear streets could follow the topography, reduce land areas for streets, improve safety and result in a more aesthetically pleasing neighborhood. "T" intersections with a minimum offset of 150 feet could also improve local street safety.

New street plattings should be carefully guided to relate properly with the overall street system.

Parking Space

At present, parking in the Village Center is provided by diagonal parking on the south side of Main Street and some off-street parking for customers of the tavern is provided on the north side of Main Street. This appears to be adequate for the present, though paving, curb stops and painted diagonal lines would permit better use of the parking on the south side of the street and would prevent car overhang on the sidewalk in the Village Center.

OTHER TRANSPORTATION

Transit

Bus service from Roca to places of shopping and employment is an important element in the Transportation Plan. The existing LAMP bus which now serves the elderly and handicapped of the Village may be expanded or augmented during the planning period. If this occurs the Village should participate.

Railroads

The existing rail service to the Village consists of the Burlington Northern on the west edge of town (12 trains a day) and the Union Pacific line approximately one-half mile to the west of the Village (5 trains per day). It is proposed that within the planning period the Union Pacific line will be abandoned and consolidated on the Burlington trackage, with the expected increase of traffic due to the coal trains, some 34 trains a day are projected on the existing Burlington tracks on the west edge of town by 1980. This will accentuate crossing safety at Main and Roy Streets. Main Street presently has a flashing light crossing signal but this could be enhanced by the use of gates. Roy Street is presently protected by cross-bars only and has very bad sight distance. The Roy Street crossing will need considerable work to provide adequate crossing safety and the Village should

work for such improvements. Provision of stop signs at this crossing would serve for immediate safety improvement that the Village could implement.

Sidewalks

Sidewalks are presently existant only in the Village Center. The indicated need by the Village for this facility (Village Goals, Attitude Survey and public meetings) is that the sidewalks in the Village Center are all that will be needed during the planning period. However attention should be given to the quality of this pedestrian facility and such amenities as benches, community bulletin board, and trees should be considered. Further provision for the pedestrian should be seriously considered in the future.

Hiking-Biking Trails

The Roca area presently has no designated bicycle routes or bike storage facilities. The abandonment of the Union Pacific right of way should prove a unique opportunity for provision of a hiking-biking trail up to and through Wilderness Park from Roca. The Village should support this concept. In addition, the County Plan proposes easements extending up the Hickman live branches of Salt Creek and again this should prove to be an opportunity for the Village to participate in the provision of at least a small portion of this type of facility.

Carpooling

Recognizing the number of persons who commute to Lincoln to work and shop, it might prove advantageous for persons in the community to institute a carpooling program. This would not only save energy but could provide a means of transportation for those without autos.